

ABSTRACT

A draft gear assembly is disclosed alone and in combination with a draft sill and a coupler. The draft sill has front and rear stops defining a draft gear pocket. The draft gear assembly has a yoke, a coupler follower, a rear follower, a front resilient member and a back resilient member. The yoke has top and bottom stops. The coupler follower is biased against the yoke top and bottom stops. The draft gear assembly also includes a center rod that extends through the yoke, through the back resilient member and through the rear follower. Prior to installation on a railcar, there is a shortening member on the center rod. The length of the assembly between the shortening member and the front of the coupler follower is slightly less than the longitudinal length of the draft gear pocket. After installation, the rear follower is positioned against rear stops of the draft sill. After installation, the yoke, coupler and coupler follower each have a neutral position and a full buff position. The yoke and coupler also have a full draft position. The draft stroke of the coupler and yoke is 1-1/4 inches forward. The buff stroke of the coupler and coupler follower is at least 4-1/4 inches rearward, while the buff stroke of the yoke is 3 inches rearward. The center rod is free from compression throughout buff movement and free from tension throughout draft movement of the coupler and yoke.